

EXPRESS COMPANY INQUIRY

THE INTERSTATE COMMERCE COMMISSION ORDERS IT.

It Directs a Thorough Investigation Into Their Methods of Doing Business and Especially Into Joint Tariffs—Why New Schedule of Rates Was Filed.

WASHINGTON, July 1.—The Interstate Commerce Commission today made public an order which directs a thorough investigation into the methods of doing business and the tariffs of practically every large express company which is an interstate carrier in the United States. The scope of the inquiry called for in the commission's order is very large and the amount of work involved in the proposed investigation will take several months at least.

The commission makes this order on its own motion. It will probably be one of the largest jobs that the commission has ever attempted. The common carriers specifically named in today's order are the following:

Adams Express Company, American Express Company, Borough Express Company, Boston & Worcester Despatch, Canadian Express Company, Canadian Northern Express Company, Dart & Co.'s Express, Davenport & Mason's Express, Dodds & Childs Express Company, Dunlap's Express Company, Earl & Prew's Express, Globe Express Company, Great Northern Express Company, Knickerbocker Express Company, Manhattan Delivery Company, Morris European and American Express Company, National Express Company, New England Despatch Company, New England Express Company, New York and Boston Despatch Express Company, Northern Express Company, Pacific Express Company, Southern Express Company, United States Express Company, Wells Fargo & Company, Western Express Company, together with the individuals doing business under these firm names, whether their names appear in the name of the company or not.

It is understood that the commission is more anxious to get data on joint rates—that is, rates for packages sent through the hands of two or more companies—than on single rates.

As though knowing of the forthcoming order, almost all the big express companies, the Long Island being an exception, yesterday filed new schedules of rates with the commission. These schedules contained many reductions of joint rates, but they are so many and complicated that it cannot be known whether their general effect is to make tariffs lower. They may contain increases in rates for certain classifications. It is generally believed, however, that they were filed in an effort to forestall criticism by the Interstate Commerce Commission.

To compare these new rates with the old ones will take many weeks, and in the meantime the investigation will be conducted without regard to the new schedules, and not only the question of the reasonableness of rates will be taken up, but the methods of accounting, their arrangements with the companies, and all other lines of the express companies' activity will be examined.

The regular method of fixing a joint rate has been to add the charges of the two companies to the junction point. If one company charged 50 cents to carry a package from New Haven to New York and another company was in the habit of charging 25 cents for taking the same package from New York to Chicago, then the old joint rate from New Haven to Chicago would be the sum of the two rates or \$1.25. Under the schedules filed yesterday such combination rates will be reduced about 17 per cent.

A few months ago several large mercantile interests appealed to the commission to prohibit the express companies from continuing this method of computing joint rates and various other practices, which the petitioners tried to show were unreasonable and against the interstate commerce law.

The new tariffs go into effect August 1, unless suspended by the commission, which is unlikely. There are a few reductions in the rates by the companies, where the existing rates are manifestly unfair, but these instances are not many. The commission will examine the new rates in connection with its general investigation.

The commission's order has for its purpose to determine whether the express companies' rates, classifications, regulations, practices, or any of them, are unjust or unreasonable, or unduly preferential, or otherwise in violation of any of the provisions of said act, and to determine the manner and method in which the business of said express companies and each of them is conducted.

ANOTHER REASON FOR REDUCING RATES.

The reason why the express companies hurried up their new rates was said yesterday by the traffic manager of Wells Fargo & Co. to be that the Wells Fargo wanted to get its new rating done with at the time it takes over the business of the Gould roads, August 1. This official said that the companies had been thinking of rates for some time, and that they agreed with the Wells Fargo to make their new rates effective on August 1. He added that the companies had been through with their rate reductions. He thought that there would be no decrease in rates between points covered by one company, at least for the future. He said that the Wells Fargo had been points on its old system and points on the Gould lines.

"We will soon make reductions," he said, "on packages of more than a hundred pounds and upon live stock and advertising matter. There has been such a general demand for relief and so many complaints against rates that although we have not considered them all, we think we were legitimate when we thought we might as well get in line. It will mean a very substantial loss in revenue to all the express companies. It is difficult to say just what per cent., but we believe that a large increase in the volume of traffic will result which will in time make up the loss."

PICKING BOARD ACTS.

It Selects Fourteen Naval Officers for Compulsory Retirement.

WASHINGTON, July 1.—The naval board of administration, headed by Rear Admiral Wainwright, met today and elected the fourteen officers to be compulsorily retired in order to make the required number of forty vacancies for the fiscal year ending yesterday. The list consists of five captains, four commanders, four lieutenants, and five lieutenants junior. It was sent to the White House by acting Secretary Nicholson and from there forwarded by mail to the President at Beverly. It is expected that the President will approve the action before he leaves for his central Western trip. The names will not be made public until they are returned from Beverly.

Nominations by the President.

WASHINGTON, July 1.—President Taft sent to the Senate today the nominations of Paul Charlton of Nebraska, now a member of the judicial bureau of the War Department, to be judge of the United States District Court of Porto Rico, and of Major Edwin R. Stuart, Corps of Engineers, U. S. A., to be professor of drawing at the Military Academy at West Point.

ALL CARS TRANSFER TO Bloomingdale's LEX. TO 34 59¢ TO 60¢

These and Many Other Specials for Monday Store Closed Tuesday, Independence Day

Just the Fashionable Summer Apparel Women, Girls and Children Need

In Our Sale of the Entire Stock of BONWIT, HARRIS & CO.

Of B'way and 5th Ave., Corner of 21st St. (Retired from Business), and we are selling it

At 50c on the Dollar

Comprised Are High Grade, Thoroughly Desirable Specialty Stocks of Women's and Misses' Suits, Dresses, Frocks, Costumes, Skirts, Waists and Furs; Girls' and Children's Coats and Dresses, Etc.

The following will give you an idea of the offerings:

Bonwit, Harris & Co. \$5 to \$60 Dresses. to go at \$2.50 to \$30.00
Bonwit, Harris & Co. \$3 to \$50 Coats. to go at \$1.50 to \$25.00
Bonwit, Harris & Co. \$1.25 to \$10 Waists to go at 65c to \$5.00
Bonwit, Harris & Co. \$4 to \$20 Wash Suits to go at \$2.00 to \$10.00
Bonwit, Harris & Co. \$6 to \$12 French Blouses. \$3.00 to \$6.00
Bonwit, Harris & Co. \$25 to \$800 Fur Sets & Coats. \$12.50 to \$400

Overflow Budget of Monday Sale

Women's 60c Silk Stockings, 39c.
Women's 50c Lisle Stockings, 35c.
Men's \$1.25 Silk Half Hose, 70c.
Men's 50c Silk Lisle Socks, 29c.
Men's 25c Lisle Socks, 11c.
Children's 25c Hose, 14c.
Women's 98c Silk Gloves, 50c.
Women's 50c Silk Gloves, 37c.
Women's Lisle Vests, 35c.
Women's Silk Vests, \$1.45.
Men's 50c Underwear, 24c.
New Oxford Shape Bags, \$4.4c.
Straw Matting Suit Cases, \$1.15.
24 in. Leather Suit Cases, \$1.95.
24 in. Hattan Suit Cases, \$1.95.
\$5.00 English Oxford Bag, \$3.74.
"Globe" Oxford Bag, \$2.95.
9c Wall Papers, 21c.
18c Wall Papers, 9c.
Coffee Cups and Saucers, 5c.
Porcelain Tea Plates, 3c.
Porcelain Soup Plates, 4c.
Handled Glass Beer Mugs, 5c.
Glass Water Tumblers, 2c.
Glass Mustard Dishes, 10c.
Large Glass Lemonade Bowls, 95c.
Glass Lemonade Jug, 23c.
Glass Lemon Juice Extractors, 5c.
Dainty Parasols at 88c.
Silk Taffeta Parasols, \$1.50.
Silk and Linen Parasols, \$2.68.
Women's \$2.00 Lawn Wrappers, 95c.
Women's Dainty Lawn Dresses, \$1.48.
Women's Lawn Dressing Scaques, 95c.
Women's \$2.50 & \$3.00 Pumps, \$1.49.

BLOOMINGDALE'S, Lex. to 3d Ave., 59c to 60th St.

LOWER RATES ON COAL.

Interstate Commerce Commission's Order to the Lehigh Valley Railroad Co.

WASHINGTON, July 1.—In a decision handed down today the Interstate Commerce Commission orders the Lehigh Valley Railroad Company by August 15 next to reduce the rates on anthracite coal from the Wyoming coal region in Pennsylvania to Perth Amboy, N. J. The rates are reduced from \$1.55 a gross ton on prepared sizes to \$1.40 to \$1.15 a ton on buckwheat coal. These reductions are made on coal consigned to the New York market and elsewhere.

The decision of the commission was made on a complaint brought by Meeker & Co., engaged in buying, shipping and selling anthracite coal over the lines of the Lehigh Valley Railroad Company from mines and collieries situated in the Wyoming coal region of Pennsylvania to tidewater at Perth Amboy, N. J., and thence to the New York market. The order of the commission also allows Meeker & Co. a reduction of the difference between the present rate and that prescribed on shipments made between August 1, 1901, and June 30, 1907, approximately on 490,901 gross tons of anthracite coal.

During this period the coal company paid to the railroad total freight charges of \$709,637. According to the decision, approximately 17 per cent. of the Lehigh Valley freight tonnage and produced approximately 10 per cent. of its freight revenue. The decision of the commission draws attention to the connection between the Lehigh Valley Railroad and the Lehigh Valley Coal Company.

"The record shows," says the decision, "that the only line of demarcation between the Lehigh Valley Railroad Company and the Lehigh Valley Coal Company is one of bookkeeping. Assuming, for purposes of illustration, that the cost of mining anthracite coal is \$2 a ton and the cost of carrying it to tidewater is \$1 a ton it follows that the cost of coal at tidewater would be \$3 a ton, and if the published rate was \$1, the independent owner of the railroad coal company would be on a fair competitive basis as far as the cost of mining and transportation are concerned, but as between the railroad company and its coal company, it matters not whether the profit comes from mining or transporting the coal, so therefore, if instead of the \$1 rate above mentioned, the railroad company were to establish a rate of \$1.50 a ton the railroad and its coal company could still sell coal at tidewater for \$3 a ton, sending a profit of 50 cents a ton in the mining price and taking an equal profit in the transportation price."

"But the independent operator cannot recoup himself in this manner, and the best price that he could make as a tidewater would necessarily be the mining price of \$2 plus the carrying charge of \$1 a ton, and he would enter the market at a disadvantage of 50 cents a ton as compared with the railroad and its coal company. It is obvious that such an advantage would enable the railroad company and its alter ego, the coal company,

to monopolize the field of production and the selling market. Whatever the means employed, it is a fact that the railroad coal company has monopolized the coal field served by it."

The commission says that during the years 1903 to 1910 the Lehigh Valley Railroad Company, under the rates in controversy, succeeded in accumulating an unappropriated surplus of \$27,219,780.

HUNT FOR DYNAMITERS ABROAD.
European States Asked to Look for Schmidt and Caplan.
WASHINGTON, July 1. Upon receiving requests from the District Attorney of Los Angeles in the case of Orville McManis and the McManas, charged with dynamiting in the Los Angeles Times building, 1910, for "provisional warrants" for the arrest of Milton Schmidt and David Caplan, supposed to have fled to Europe, the State Department has sent the requests to all countries with which the United States has diplomatic relations. Schmidt, J. B. McManis and Caplan are supposed to be the men who actually set off the dynamite which killed twenty-one employees of the paper as a result of the long fight made by Gen. Harrison Gray Otis for the "open shop."

Letters signed by Schmidt, whose aliases are F. A. Perry and J. B. Leonard, have been received since the McManas and McManis were arrested by Detective Burns in the case of the dynamiting, not the men arrested by Burns.

At one time Schmidt was supposed to be under arrest in the District Attorney Frederick's office. A letter postmarked Times Square, New York, April 26, which was signed by Schmidt in which the sender threatened to kill any of the prosecuting attorney and added concerning the McManas:

"They are innocent because I am the one who set off the bomb, and the Burns detectives are looking for me, but they are not smart enough to catch me. The smart Burns detectives are looking for me in the West, but I am in New York and to-morrow morning at 10 o'clock I will be in Europe. I am an all around machinist and clock maker by trade and can make any kind of explosive myself without the aid of anybody."

Army and Navy Orders.

WASHINGTON, July 1.—These army orders were issued today:

Major Gen. Arthur Murray, member of the army retiring board, to Washington, via Erie, Pa., and New York, to New York City.

Major William W. Bishop, Judge Advocate for the main river division to San Francisco, via San Francisco, to San Francisco.

Col. Robert L. Hunt, to First Infantry, to Fort Leavenworth, Kansas.

Major George B. Moore, to Fifteenth Infantry, to Fort Leavenworth, Kansas.

Major William W. Bishop, Judge Advocate for the main river division to San Francisco, via San Francisco, to San Francisco.

Col. Robert L. Hunt, to First Infantry, to Fort Leavenworth, Kansas.

Major George B. Moore, to Fifteenth Infantry, to Fort Leavenworth, Kansas.

Major William W. Bishop, Judge Advocate for the main river division to San Francisco, via San Francisco, to San Francisco.

Col. Robert L. Hunt, to First Infantry, to Fort Leavenworth, Kansas.

Major George B. Moore, to Fifteenth Infantry, to Fort Leavenworth, Kansas.

Major William W. Bishop, Judge Advocate for the main river division to San Francisco, via San Francisco, to San Francisco.

Col. Robert L. Hunt, to First Infantry, to Fort Leavenworth, Kansas.

Major George B. Moore, to Fifteenth Infantry, to Fort Leavenworth, Kansas.

Major William W. Bishop, Judge Advocate for the main river division to San Francisco, via San Francisco, to San Francisco.

Col. Robert L. Hunt, to First Infantry, to Fort Leavenworth, Kansas.

Major George B. Moore, to Fifteenth Infantry, to Fort Leavenworth, Kansas.

Major William W. Bishop, Judge Advocate for the main river division to San Francisco, via San Francisco, to San Francisco.

Col. Robert L. Hunt, to First Infantry, to Fort Leavenworth, Kansas.

Major George B. Moore, to Fifteenth Infantry, to Fort Leavenworth, Kansas.

Major William W. Bishop, Judge Advocate for the main river division to San Francisco, via San Francisco, to San Francisco.

Col. Robert L. Hunt, to First Infantry, to Fort Leavenworth, Kansas.

Major George B. Moore, to Fifteenth Infantry, to Fort Leavenworth, Kansas.

Major William W. Bishop, Judge Advocate for the main river division to San Francisco, via San Francisco, to San Francisco.

Col. Robert L. Hunt, to First Infantry, to Fort Leavenworth, Kansas.

Major George B. Moore, to Fifteenth Infantry, to Fort Leavenworth, Kansas.

Major William W. Bishop, Judge Advocate for the main river division to San Francisco, via San Francisco, to San Francisco.

Col. Robert L. Hunt, to First Infantry, to Fort Leavenworth, Kansas.

Major George B. Moore, to Fifteenth Infantry, to Fort Leavenworth, Kansas.

Major William W. Bishop, Judge Advocate for the main river division to San Francisco, via San Francisco, to San Francisco.

Col. Robert L. Hunt, to First Infantry, to Fort Leavenworth, Kansas.

Major George B. Moore, to Fifteenth Infantry, to Fort Leavenworth, Kansas.

Major William W. Bishop, Judge Advocate for the main river division to San Francisco, via San Francisco, to San Francisco.

Col. Robert L. Hunt, to First Infantry, to Fort Leavenworth, Kansas.

Major George B. Moore, to Fifteenth Infantry, to Fort Leavenworth, Kansas.

Major William W. Bishop, Judge Advocate for the main river division to San Francisco, via San Francisco, to San Francisco.

Col. Robert L. Hunt, to First Infantry, to Fort Leavenworth, Kansas.

Major George B. Moore, to Fifteenth Infantry, to Fort Leavenworth, Kansas.

Major William W. Bishop, Judge Advocate for the main river division to San Francisco, via San Francisco, to San Francisco.

Col. Robert L. Hunt, to First Infantry, to Fort Leavenworth, Kansas.

Major George B. Moore, to Fifteenth Infantry, to Fort Leavenworth, Kansas.

Major William W. Bishop, Judge Advocate for the main river division to San Francisco, via San Francisco, to San Francisco.

Col. Robert L. Hunt, to First Infantry, to Fort Leavenworth, Kansas.

Major George B. Moore, to Fifteenth Infantry, to Fort Leavenworth, Kansas.

Major William W. Bishop, Judge Advocate for the main river division to San Francisco, via San Francisco, to San Francisco.

Col. Robert L. Hunt, to First Infantry, to Fort Leavenworth, Kansas.

Major George B. Moore, to Fifteenth Infantry, to Fort Leavenworth, Kansas.

Major William W. Bishop, Judge Advocate for the main river division to San Francisco, via San Francisco, to San Francisco.

Col. Robert L. Hunt, to First Infantry, to Fort Leavenworth, Kansas.

Major George B. Moore, to Fifteenth Infantry, to Fort Leavenworth, Kansas.

Major William W. Bishop, Judge Advocate for the main river division to San Francisco, via San Francisco, to San Francisco.

Col. Robert L. Hunt, to First Infantry, to Fort Leavenworth, Kansas.

Major George B. Moore, to Fifteenth Infantry, to Fort Leavenworth, Kansas.

Major William W. Bishop, Judge Advocate for the main river division to San Francisco, via San Francisco, to San Francisco.

Col. Robert L. Hunt, to First Infantry, to Fort Leavenworth, Kansas.

The pale housewife, with doubled-up newspaper, stalking stealthily through the house like a Sioux brave on the warpath, swatting flies.

The ninety millions of people in the United States have combined in a vicious attack on the house fly. Every great American newspaper is waging relentless war on the things which breed this carrier of pestilence, *this murderer of babies*; and back of the newspapers stand the doctors, who state that the one cause which stands out pre-eminently is the foul garbage can.

The one perfect remedy—the one antidote to the garbage can and the dangerous fly—is the KEWANEE GARBAGE BURNER, which should instantly be installed in every building where garbage and filth collect. It is built of solid steel plate, occupies but little space, destroys the garbage while it is fresh—burns it completely without odor, and the burning matter becomes fuel for heating your hot water for domestic purposes. It is an investment in a dozen senses.

It is the only practical burner in existence, and it means sanitary conditions about and in the buildings where it is used. Send for our free literature describing the burner in detail. Send for it now. Help to save the babies—help to kill this pestiferous insect.

Read Arthur Brisbane's editorial in the New York Journal of June 6. You can get extra copies of it by writing to the Journal.

KEWANEE BOILER COMPANY

Makers of
BRICK-SET STEEL FIREBOX BOILERS,
RADIATORS, TANKS AND KEWANEE
WATER-HEATING GARBAGE BURNERS

Kewanee, Illinois

Branches Chicago, New York, St. Louis & Kansas City

New York Office: 47 West 42d Street

Phone 6106 Bryant

"CENTRAL" CORROBORATES.

Telephone Operator's Testimony as to Hines and the Lorimer Case.

WASHINGTON, July 1.—The Senate committee which is investigating charges of corruption in the election of Senator Lorimer of Illinois has completed the first instalment of its work and has adjourned until Thursday, July 13, when hearings will be resumed in Washington. Members of the committee have abandoned their original intention of taking testimony in Chicago early in July because of the fact that they do not wish to be absent from Washington in case an agreement is reached to vote on the Canadian reciprocity bill or other legislative matters pending in the Senate. The temporary interruption in the taking of testimony will enable the committee to plan the next steps in the inquiry.

The committee has been in daily session for ten days and practically all the new evidence which developed after the investigation by the Senate Committee on Privileges and Elections last year has been gone over. There was considerable contradictory testimony and the members of the committee will summon other witnesses to get at the truth.

Four witnesses were placed on the stand today. They were Miss Frances Carroll of Chicago, telephone operator of the Edward Hines Lumber Company, William W. Walton, a stenographer of the Continental Commercial Bank of Chicago; Fred Carney, Jr., of Marinette, Wis., a lumberman, and Charles Hall, of Sault Ste. Marie, Mich., a lumberman. Their testimony was designed to corroborate the evidence submitted by Edward Hines, president of the Hines Lumber Company, who was on the stand Thursday and Friday.

Miss Carroll produced her records in support of Mr. Hines's testimony as to his alleged telephone conversations for ten days with Governor Deneen and Mr. Lorimer at Springfield in May, 1909. She closely followed the testimony which Mr. Hines gave several days ago.

HONORS GEN. ARMSTRONG'S SON.

President Taft Appoints Him a Midshipman in the Navy.

WASHINGTON, July 1. Among the successful candidates for appointment as midshipmen in the navy who were designated by President Taft as candidates at large in the competition in which seven-teen entered for the six vacancies was Daniel Armstrong, son of the late Gen. Armstrong, the civil war veteran, who founded the Hampton Institute for colored men and the Indian school at Hampton, Va.

Young Armstrong called yesterday at the White House just before President Taft left the city for Beverly personally to thank him. By an interesting coincidence while the President was chatting with the young man, Mr. Armstrong's father, Gen. Armstrong, was in the city, and he was delighted to be presented to the son of his former patron. It was to Gen. Armstrong that Daniel Armstrong gave his reply when he was asked to accept the nomination. He was barefooted, and from him he received the first encouragement.

"I wish to point out to the committee," said Judge E. H. Hattery, counsel for Senator Lorimer, "that 18 and not 21 is the legal age of women in the State of Illinois."

Miss Carroll appreciated the compliment and smiled. A few minutes later she admitted that she had been employed by the Hines Lumber Company as a telephone operator for the last ten years. She related the substance of all the tele-

CITY CAN TAX INTERBOROUGH.

Power Houses Not Exempt, but Court Says Machinery Is.

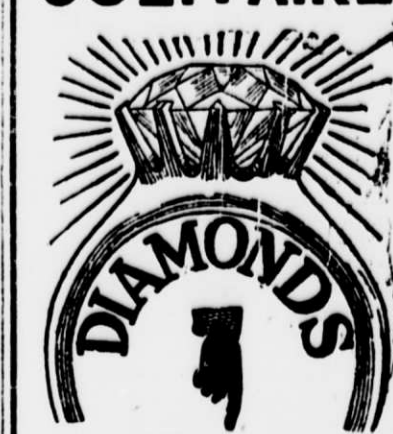
ALBANY, July 1. By a decision of the Court of Appeals the City of New York wins a legal contest extending over five years on its contention that the Interborough Rapid Transit Company's power houses, which operate the subway, are not exempt from taxation, but the Court rules that all the electrical equipment in the power houses is exempt. The decision cuts an assessment of about \$50,000 on the Interborough power house property to about half that sum. The assessment was made for the year 1905, the assessment for subsequent years having been suspended to await the decision in the present case.

Under the section of the rapid transit act under which the subway was built and leased the Interborough is exempt from taxation in respect to the rolling stock and all other equipment, but the exemption does not extend to "real property" which may be owned by the company. In 1905 both the power houses and all the equipment in them was assessed and the Interborough filed a petition asking that the entire assessment be cancelled. The lower courts reduced the assessment on one piece of property from \$100,000 to \$200,000, but confirmed the assessment in every other respect.

The decision, by Judge Hiseock, says that the question of importance is whether large and permanent power houses with deep foundations and massive machinery affixed to them for generating electrical power are to be regarded as real property for the purposes of taxation. He says there is no inflexible rule under which to determine whether what was once personal property had become part of the realty through being affixed to it, but because of the broad exemption given to the Interborough in the words "and all other equipment" he believes that the machinery and apparatus should continue to be regarded as personal property.

The court says there is no question but that the land on which the power houses are built must be assessed, and it is also held that the Legislature had no intention of giving an exemption so broad that it would cover power houses, which during the lifetime of the contract might run into enormous and unascertained valuations.

KEENE'S SOLITAIRE

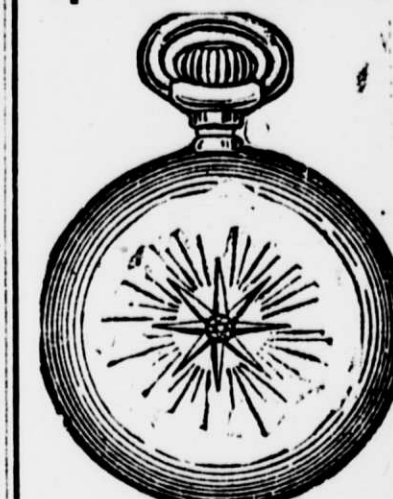


34 CARAT \$29 RINGS

TO MORROW'S SPECIALS. Several hundred of the finest diamonds in the world are on sale at \$29 each. Every diamond has been cut with a large spread, or surface. Some of them weigh three quarters of a carat. The fire and lustre of \$200.00 gems. Your choice of this lot at \$29 each with the understanding that if any one of them can be matched by any wholesale or retail jeweler for less than \$29.00 we will refund your money. We give a bill of sale with every diamond we sell that provides for the return of your money within one year. Observe the weights and prices of some of our other DIAMOND RING SPECIALS at this sale. Every one fully guaranteed.

2 and 1/4 Carats	\$125
1 and 1/4	105
1 and 1/2	75
2 and 1/2	200
3 and 1/2	225
2 and 3/4	145
1 and 3/4	145
1 and 1/2	100
1 and 1/4	65
1 and 1/2	425

Special To-Morrow



Solid 14K \$13 GENUINE DIAMOND

Ladies' and Gentlemen's Sizes

SPECIAL TO-MORROW. One hundred of these watches will be on sale to show GENUINE WATCH-SELLING POWER in the watch trade. Each watch offered at \$13.15, with our full guarantee. Bear in mind, these are not gold filled, stuffed or any other metal, but SOLID 14 KAT GOLD. Movement made in Switzerland, and we guarantee if they can be duplicated for less than \$25.00, or if they are unsatisfactory in any respect, to refund the full price. \$13.15 on demand without any "ifs" or "buts" and you are allowed to return the watch. NOTE—Regarding high grade watch movements, we wish to state if you pay over \$5 for the best 25 jeweled watch movement made in the United States, you are paying too much. We can prove it. Your own jeweler can be the judge. If any jeweler advises you to pay more he simply does it for extra profit.

CHARLES A. KEENE
Watches, Diamonds, Jewelry,
180 Broadway, New York
Open until 6 P. M., Saturdays included.

Secured by New York Real Estate
6% GOLD MORTGAGE BONDS
Condemnation of \$1,000 \$500 \$100

These Bonds are Protected

1. By a Bond of Trust to a Trust Company as Trustee for the Bondholders.
2. By the Company's assets of \$10,000,000.
3. By the experience of the Company's officers in New York as Real Estate Field and their ability to invest conservatively and profitably.

NEW YORK REAL ESTATE SECURITY COMPANY, 42 Broadway, N. Y. City
Write for Information—Circular "A"

to-day, insisted that the supporters of the bills felt confident that Gov. Dix would not sign them if they got as far as the Executive Chamber.

"There is no use putting a lot of men on record in favor or against these bills," he said, "unless we had some certainty that the Governor would sign them. Knowing that he will not it is useless to bother any more with the measures. Maybe a more successful effort will be made next year and maybe not."

"The trouble is a lot of people have an entirely wrong idea about these bills. You would think to hear them talk that we intended letting down the bars and throwing into operation again all of the gambling apparatus of the racetracks. That is decidedly not the case."

"The bill proposes merely to define what a bookmaker at the track is—a man who accepts wagers from all comers—and the other bill attempts to change into such legislation the bill which makes the directors of racing associations responsible for gambling whether they had any personal knowledge of it or not."